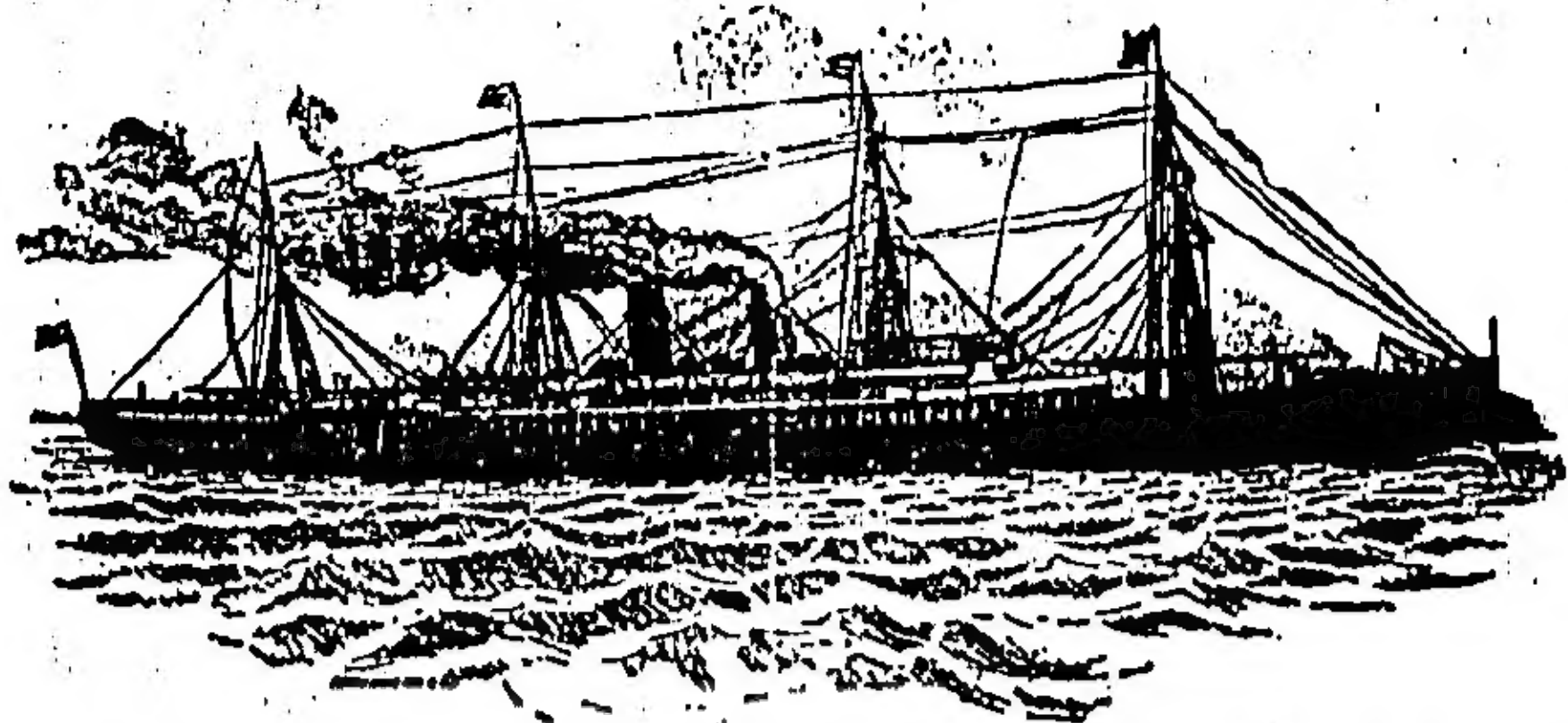


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	TUESDAY, 16th August, at Noon.
"GAELIC"	4,205	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"COPTIC"	4,352	
"AMERICA MARU"	6,300	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

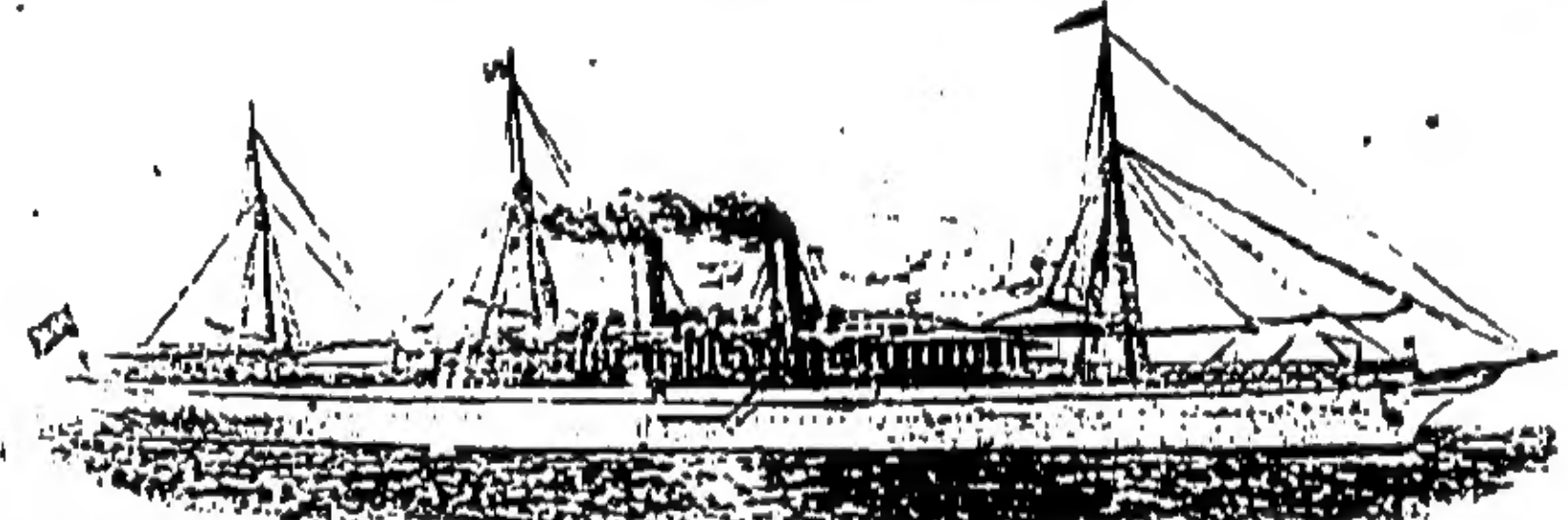
The largest and stadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 21st September.
"ATHENIAN"	2,440	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 19th October.
"TARTAR"	4,435	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £67.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
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OSTASIATISCHER FRACHTDAMPFER DIENST.

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PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG.	27th August.
Militair	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
ANDALUSIA	HAVRE and HAMBURG.	10th Sept.
Filter	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SAMBIA	HAVRE and HAMBURG.	20th Sept.
Lining	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SCANDIA (ex KONGSBERG)	HAVRE and HAMBURG.	4th October.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
SUEVIA	HAVRE and HAMBURG.	18th October.
von Döhren	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.
M. H. CHAUN, D.D.S.,
37, DES VUEX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.		
S.S. "HONAM,"	2,363 tons	Captain R. D. Thomas.
"POWAN,"	2,338	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260	W. A. Valentine.
"HANKOW,"	3,073	B. Branch.
"KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.		
S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 1 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"

"NANNING,"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

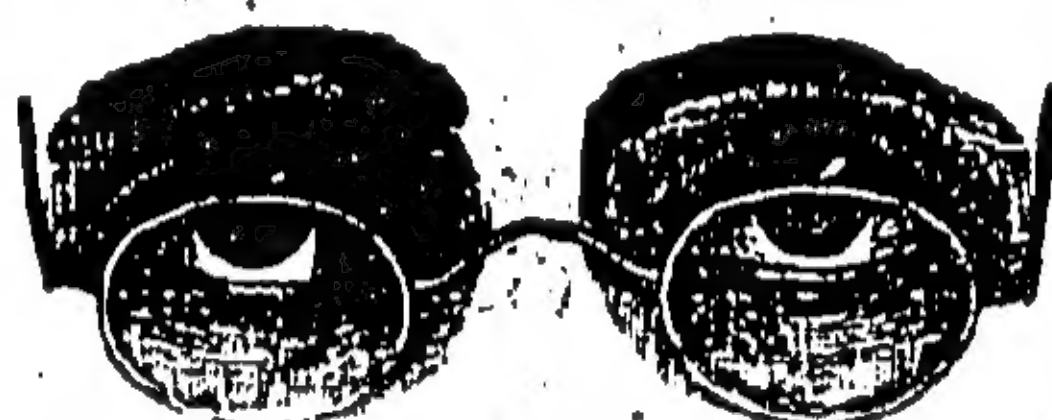
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

674

TUBORG BEER.

A FIRST CLASS PILSENER BEER

A guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong 10th January, 1903.

785

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S KAUTJEN'S GENUINE

COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

etc., etc., and etc.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

780

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS, AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 10

ICE-HOUSE ROAD.

IS now in a position, in his New and

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE!

In the Colony or in any part of the Far East.

GROUPS AND VIEWS

especially.

Hongkong, 15th September, 1903.

784

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904.

608

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

831

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES

"OMEGA" is the best, "THREE YEAR"

guarantee given to every purchaser.

at QUEEN'S ROAD,

Watson's Building.

501

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors

give many names, but which few of them really

understand. It is simply weakness—weakness in

at least, of the vital forces that sustain the system.

No matter what may be its causes (for they are all

most numerous), its symptoms are much the same:

the more prominent being sleeplessness, sense of

prostration or weariness, depression of spirits and

want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such

cases is increased vitality—vigour—

VITAL STRENGTH AND ENERGY

to throw off these morbid feelings, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of the cele-

brated life-restoring tonic.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

and a new existence is started in place of what

but so briefly seemed worn-out, "used up," and

valueless. This wonderful restorative is purely

vegetable and innocuous. It is agreeable to the taste

—suitable for all constitutions and conditions, in

either sex; and it is difficult to imagine a case of

thence or degeneration, whose main features are

those of debility, that will not be speedily and

permanently benefited by this never-failing resusc-

itative essence, which is destined to cast into

oblivion everything that had preceded it for this

widely-spread and numerous class of human ailments.

THE THERAPION is sold by

every chemist and druggist in the world. In England,

23 and 41, Fenchurch Street, London, E.C. 3.

Purchasers should see that the word

"THERAPION" appears on British Government

Stamps (in w.c. letters) on a red ground affixed

to every package by order of His Majesty's Hon.

Customs officers, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CIGARS

LARGE STOCKS of the
BEST BRANDS in FINE
CONDITION.

CIGARETTES

A FINE SELECTION of
AMERICAN, ENGLISH
and EGYPTIAN.

TOBACCOS

IN GREAT VARIETY.

SMOKERS' REQUISITES.

ALEXANDRA

BUILDINGS.

THE HONGKONG DISPENSARY
1841 ESTABLISHED 1841

Hongkong, 30th July, 1904.

TELEPHONE NO. 274.
CABLE ADDRESS: "HONGKONG."
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859

A. CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS.

COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestos goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 13, 1904.

THE ESCAPE FROM PORT ARTHUR.

According to Reuter's Chefoo agent six
Russian battleships, four cruisers, and half
the torpedoers escaped from Port Arthur on
Wednesday, and were chased by the Japanese
fleet. The Consular cables, received from
Mr. M. Noma, furnishes the additional fact
that the Russian squadron had got only
about twenty-five miles out when the Japanese
fleet made an attack and evidently
compelled the enemy's ships to retire and
subsequently divide. Four of the battle-
ships came south and the rest are thought
to have returned to Port Arthur. This sortie
was certainly one of the most audacious
dashes in a long series of daring feats, and
was probably rendered necessary by the
desperate situation at the Russian strong-
hold. It is true that many sorties have been
made from the harbour with a view, no doubt,
of ascertaining whether the entrance was clear
in case flight became unavoidable, and also
perhaps, to put the Japanese off their guard
when the final moment for exit came. This
last dash, however, must be taken as an
indication of the proximity of the fall of the
citadel, as there is reason for believing that
the attacking fleet has a most accurate
knowledge of the day that the final rush will
be made. Realising this, the Russians
evidently determined not to wait until the
last moment, and decided on risk-
ing the danger from mines and warships
of the enemy at the entrance to the
harbour and steaming out to sea. Five
of their best vessels, which have
been repaired at Port Arthur, since the
memorable fight on the 9th February,
have apparently managed to emerge from
the ordeal in a more or less damaged
condition, and should they emulate the
tactics recently adopted by the Vladivostok
squadron another serious phase will
certainly be brought into the war. Japan's
fleet has, so far, been concentrating practi-
cally all its attention on Port Arthur, and
now that the Russian vessels have escaped
it will be necessary for them to watch
the movement of those warships in case they
may become a serious menace to merchant-
men having trade with Japan. But the
important question for the Russian ships
in such an event is that of coal, and as
the *Japan Weekly Chronicle* pointed out
some months since their warships might
crumble along the coast of China with the
object of stopping and searching merchant
vessels voyaging to Japan, and yet they
would have the right to enter either Singapore
or Hongkong at any time and take sufficient
coal to carry them back to Port Arthur as
the nearest Russian port. Then, having ob-
tained the coal required, the vessels could
go out on a cruise to look for ships bound
for Japan, and come in again when the coal
was exhausted. Our Kobe contemporary
pointed out that Japanese warships would
have only the right to take sufficient coal at
Hongkong or Singapore to carry them to a
port in Formosa, thus receiving a very much
less supply than the Russian vessels. It is
to be doubted, however, whether the *Zare-
vitch*, *Pallada*, *Askold*, *Retvizan* and *Novik*,
which Admiral Alexieff reported as being lost
to the fighting strength of the Russian navy,
will deem it expedient to engage in raiding
along the coasts of Japan and China; they
may cross out into the Pacific and join the
Vladivostok squadron, or keep very much
in the background until the Baltic fleet
comes north, whenever that may be.

LOCAL AND GENERAL.

A new school is going to be built at Yau ma tei.

The s.s. *Malacca* has passed through the Suez
Canal.

No plague cases were reported during the
twenty-four hours ended at noon to-day.

The August Criminal Sessions will be held at
the Supreme Court at 10 a.m. on Thursday, the
18th inst.

TO-DAY is the sixth anniversary of the oc-
cupation of Manila by the United States army,
which concluded the war with Spain.

His Excellency Senior Castiello Branco, Portu-
guese Minister to China, left Shanghai for
Peking on the 7th inst. on board the Portuguese
cruiser *Adamaster*.

It is notified in the *Gazette* that the Govern-
ment is prepared to sell the right to erect and
maintain a number of piers, over Crown fore-
shore, on certain sites abutting on that part of
Connaught Road lying between Queen Victoria
Street and Whitley Street.

Mr. Edward F. O'Brien, editor of the *Manila
Standard*, was taken to Bilibid yesterday,
says the *Cablenews* of the 10th inst., to serve a
sentence of six months for libel. He was as-
signed to work as a clerk in one of the various
departments of the penitentiary.

An American telegram of the 9th inst. states:—
There are now over 10,000 sick and wounded
of the garrison at Port Arthur, and a hospital
ship has been demanded. It is stated that the
garrison hospitals have been found inadequate
and are also frequently damaged by Japanese
shells many of the patients being killed.

THE coolie who was found in No. 74
Station Street, by Sergeant Appleton, and who
gave the latter such a run before capture, as
reported by us on Thursday, was charged with
entering the premises with intent to commit
a felony, and Mr. Gompertz sent him to two
months' hard labour and two hours in the
stocks.

A YOUNG Chinaman was riding a bicycle on
Thursday evening along Praya East, when hear-
ing a tram car approaching from behind, he
apparently lost his nerve, and fell off, when
the car passed over one of the wheels of the
fallen bike, and smashed it. Luckily the man
fell in the opposite direction and so escaped
with a scare.

AN Indian Constable placed a Chinese kerosine
oil dealer before Mr. Gompertz on the charge
of storing kerosine oil without a permit, and of
offering the constable \$1.90 not to proceed
against him. He was fined \$2 on the first
charge, and sent to gaol for one month without
the option of a fine for the attempt to bribe.
His Worship remarking that if the constable
had accepted the bribe he would assuredly have
gone to gaol, and so his tempter must do so.

THE following item was sent from San Fran-
cisco on the 9th inst., and is printed in the
Cablenews:—A Russian officer of high rank
who was captured by the Japanese last Satur-
day in an assault on one of the minor forts at
Port Arthur discloses a desperate state of
affairs within the fortress. He states that
Lieutenant General Stoessel, the commander at
Port Arthur, harassed by the enfeebled con-
dition of his body and despairing of success-
fully prolonging the defense, committed suicide.
The officer also reports that the garrison
generally expects the city to fall into the hands
of the Japanese, but not without considerable
loss of life and a desperate struggle. A report
from another source states that the garrison
is reduced to great straits for want of provisions
and that such dainties as eggs and chicken
are fetching fabulous prices.

THE Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donation to the funds
of the Hospital:—

Man Lung	...	\$5
Kan Tak Lung	...	5
Yan On	...	5
Fuk Cheung Yan	...	5
Shang Cheung	...	5
Wing Cheung	...	5
Leung Lai Chun	...	5
Chi Lan Hin	...	5
Tin Shing	...	5
Tin Un	...	5
Shang Un	...	5
Wing Tin Loi	...	5
Po Shing	...	5
Man Shing	...	5
Wo On	...	5
Tai Shing	...	5
Sun Cheung	...	5
Sai Shing	...	5

THE other day we reported the case in which
the master of the launch *Kong Soo* was fined \$250
for carrying excess passengers in the harbour.
As a sequel to this case Inspector Langley
applied for warrants against seven of the
defendants' witnesses for perjury. Last night,
just as the whole party was about to com-
mence their evening meal, the inspector
appeared, and arrested the gang, without
any trouble. This morning they were placed
before Mr. Gompertz, when Mr. Grist (Messrs.
Wilkinson and Grist), who appeared for the
defendants, applied for a remand of the case,
to permit him to prepare the defence. Mr.
Gompertz told him that as he had fully made
up his mind already about the matter, he
thought Mr. Grist should make his application
in the other court (Mr. Kemp's court) to which
the case would be transferred. Mr. Grist ac-
cordingly applied to Mr. Kemp for the remand,
which was granted, bail being allowed in the
sum of \$7,500 for the first defendant, and \$500
for each of the six others, the case being set
down for hearing on Tuesday next.

The City Hall Library, which has been closed
for repairs, and cataloguing, is now open again
daily to the public as before.

FINES amounting to \$826 were collected at
the Police Court this morning from various
possessors of opium in excess of the quantities
covered by their several certificates.

CHARGE OF FALSE IMPRI-

SONMENT.

DAMAGES \$500.

At the Supreme Court this morning, before
Mr. T. Sercombe Smith, Augustus Mason
brought an action against A. C. Davis, to re-
cover damages for wrongful imprisonment and
malicious prosecution.

Mr. H. K. Holmes appeared in support of
the claim and Mr. H. G. C. Bailey (Messrs.
Johnson, Stokes and Master) defended.

Mr. Holmes, in opening the case, said the
plaintiff claimed a thousand dollars damages
for false imprisonment and malicious prosecu-
tion. On the 26th July, about seven o'clock in
the evening, near the Hongkong Hotel, de-
fendant gave the plaintiff into custody stating
that he had stolen his watch and chain. Plain-
tiff was taken to the Police Station and de-
tained till the following morning, when the
Magistrate heard the case and dismissed it.
Counsel thereupon put in the depositions of
the Magistrate.

Plaintiff was then called, and said that he was
the representative of the Manila and Philip-
pines Directory, and was also connected with
the advertising business. He first met the de-
fendant about a week or ten days before the
18th July and had been to his room about
twice. They were not particularly friendly.
On the 26th ultimo, they were having a drink
together in the public bar of the Hongkong
Hotel, when suddenly Davis remarked that
he could not leave the hotel as he had all
the doors guarded. Witness laughed at the
joke, whereupon Davis in a loud voice said
that he had his watch and chain. Witness
answered that he did not care for jokes of
this kind and told him to stop it. Davis was
intoxicated so witness left the hotel in disgust.
He walked out into Queen's Road and whilst
passing the Clock Tower, he was stopped by a
5th police constable. He was then taken to
the Central Police Station, charged, and divested
of all he had in his possession and locked up
in a cell. Afterwards he was offered bail in
\$2,000 cash, but at such an hour he could not
obtain it. As the result of his appearance in
the Court he had suffered in his business as an
advertisement canvasser.

Mr. Bailey, for the defence, said he was in a
very awkward position as his client was away
in Shanghai. He was a commercial traveller
and could not wait.

His Lordship:—Did he leave after the ser-
vice of the writ?

Mr. Bailey:—Yes, my Lord.

His Lordship:—He ought to have stayed.
Mr. Bailey for the defence submitted that
the plaintiff had not proved malice as he was
bound to in a case of false imprisonment.
Defendant charged the plaintiff because he
honestly believed him to have stolen the watch
and chain. He was not actuated by any
malice and had nothing to gain by the prosecu-
tion and had had no quarrel with the plaintiff.
He proceeded to refer to various legal opinions
on the question of false imprisonment and
argued that the plaintiff had failed to show
malice.

Mr. Holmes briefly replied, and urged that
Davis had acted most recklessly.

His Lordship, in giving judgment, said there
was no doubt that the plaintiff, as the result
of the defendant's action, had suffered in his
person and in his reputation, but there was
nothing to show that he had suffered in
his pocket. He could not doubt that the
defendant took no care to inform himself of
the true state of the case, and he would add
that in his opinion he did not think the
defendant honestly believed the case he placed
before the Magistrate. He had come to the
conclusion that plaintiff had reasonably proved
that the defendant had acted without reason-
able or probable cause and shown that he had
other motives for giving plaintiff in charge
than the mere fact of bringing him to justice.
There would be a verdict for the plaintiff, with
\$500 damages.

BURGLARIES IN HONGKONG.

Quite an epidemic of burglary appears to
have broken out recently in Hongkong, and
several arrests have been made in connection
therewith. Sometime on the night of the
9th inst. No. 15 Lower Lascar Road was
broken into, and 16 pieces of clothing and some
silk, of the value of \$200, stolen. The case was
reported to the police, and the next day Wong
Pui was arrested by a Chinese constable, who
met the man in Queen's Road wearing some
of the stolen property. The constable was
taken to No. 68, McDonnell Road, Yau ma tei,
where \$93 worth of the booty was found, and
Li Wing, the occupier, a shopkeeper, was
arrested for receiving the same well-knowing
it to be stolen. They will explain matters
to Mr. Gompertz next Wednesday. On the
same night No. 48 Caine Road was en-
tered, and silk clothing, valued at \$300,
the property of Li Chau Lam, the well-known
broker, was stolen. A coolie was arrested with
some of the property in his possession, and he
will be heard in his defence next Friday, to
which date the case was remanded by Mr.
Gompertz. Last night another coolie entered
a house at West Point, and stole \$30 in money
and \$25 worth of clothing, part of the latter
being recovered, and the case against the
man was also remanded for one week.

THE NEW LAW COURTS.

SATISFACTORY PROGRESS.

Nine months ago yesterday H. E. Sir Henry
Blake laid the foundation stone of the new
Law Courts on the vacant land lying between
the Queen's Statue and the City Hall. Since
the 12th November the work has been carried
forward at a rapid rate, and when we visited the
site some four weeks after the ceremony, the
foundations and outlines of the walls could be
readily traced. A host of masons and brick-
layers was secured by Mr. Chan A. Tong, the
contractor, and no delay being occasioned the
erection of the new building was pushed for-
ward with all possible speed. As the weeks
elapsed the law courts grew; scaffolding was
erected, and huge blocks of unchipped granite
were brought over from the quarries at
Char Ko Leung, and deposited ready for
the mason's chisel. Here they are daily being
moulded into ornamental bases, copings, and
columns. The piers to support the arches
above the colonnade, which will practically
surround the whole building, have been laid
in fact, internally the walls are now built to a
height of some 18 feet, while the exterior of
the building rises about 15 feet from the
foundations. The window and door frames on
the ground floor are fixed and the work in
every department is well in hand. A visit
to the building gives one a good idea of what
this floor will be like so far as accommodation
is concerned, and the most striking improve-
ment at present discernible will be with regard
to the holding of the Criminal Sessions. The
commodious room for receiving prisoners ad-
joins two cells and is in direct communication,
by two stone staircases, with the docks in the
large and small court on the floor above.
Given fine weather, the bricklayers will soon
be making a start with these and the library,
and rooms to be set apart for the use of
counsel, solicitors and others. All the material
employed is of the best and when, at length,
the lofty dome rises above the other buildings
in the vicinity, the Hongkong Law Courts
will be a striking addition to a cluster of archi-
tectural adornments.

MESSAGERIES CANTONNAISES

IN LIQUIDATION.

The two steamers *Paul Beau*, and *Charles
Hardouin*, have now stopped running for the
present, the company having gone into liquida-
tion owing to financial difficulties brought
about by the competition with which it was
found impossible to cope. The above steamers
were only built about six months ago, and
notwithstanding that they received a postal
subsidy have now proved, as far as the Canton-
Hongkong run is concerned, a financial failure.
A meeting of the creditors of the proprietors,
Messrs. J. Treux and Co. is to be held in
Canton on the 25th inst., after which it will be
decided what is to be done with the steamers.

AUSTRIAN RULER AND CHINA.

In an audience with the Chinese Ambassador
Otaichang, the Emperor Franz Josef is re-
ported by the *Neue Freie Presse* to have
expressed a desire for a greater development of
the commercial relations between Austria-
Hungary and China, and that the latter, in the
event of its needing new warships or arms
and ammunition, should bear in mind the Austro-
Hungarian industry, with its highly-developed
technical resources. China might rest assured
that any orders to Austro-Hungarian factories
would be executed in the most finished manner.
This departure from the Austrian Kaiser's
studied reserve in such matters is an eloquent
tribute to the all-compelling influence of the
commercial element in modern international
relations.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 13th at 10.58 a.m. The barometer has
fallen at all stations.

The depression announced on the 11th inst.,
has developed into a typhoon situated to the
eastward of the Paliogiang Channel and mov-
ing slowly towards the north-west.

Gradients are moderate at present on the
China Coast and moderate but increasing. N.E.
winds may be expected in the Formosa Chan-
nel and light variable winds in the northern
part of the China Sea.

Forecast:—Light variable winds, cloudy, fine

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Nansang*) 15th inst.
Australian (*Changsha*) 15th inst.
Canadian (*Empress of India*) 15th inst.
German (*Preussen*) 15th inst.
German (*Gneisenau*) 16th inst.
American (*Gaelic*) 18th inst.

The C. N. Co.'s s.s. *Changsha* from Aus-
tralian Ports, left Manila on 12th inst., and is
due here on 15th.

The C. & M. Co.'s s.s. *Rubi* left Manila on
Saturday, at 10 a.m., and is due here on Mon-
day, at 12.30 p.m.

The Imperial German mail s.s. *Preussen*
left Shanghai on Saturday, at 1 a.m., and may
be expected here on Monday, at 4 p.m.

The C. P. R. Co.'s s.s. *Tartar* arrived at
Amoy at 4 p.m., on 11th inst., and left again
at 8 p.m., same day, for Shanghai where she is
to arrive at 1 p.m., on 13th inst.

The Imperial German mail s.s. *Gneisenau*
carrying the German mails with dates from Ber-
lin of the 19th ult., left Singapore to-day, at 8
a.m., and may be expected here on 16th inst.,
at 2 p.m.

THE WAR.

THE DASH FROM PORT ARTHUR.

NAVAL BATTLE.

RUSSIAN FLIGHT SOUTHWARD.

Mr. M. Noma, Consul for Japan,
has kindly forwarded to us the fol-
lowing telegrams:—

Tokio, 12th August,
9.10 p.m.

Admiral Togo reports that the
Russian squadron proceeding south-
ward after the sortie from Port Arthur
on the 10th inst., our combined
fleet attacked the enemy 25 miles
south-east of Port Arthur, then pur-
sued towards the east.

Sharp fighting continued from 1
p.m. till sunset; the enemy appar-
ently suffered heavy damage and
later his fire greatly slackened, while
his battle formation was completely
deranged.

The *Askold*, *Novik*, *Zarevitch*,
Pallada, and some destroyers fled
southward and the rest probably fled
to Port Arthur after an attack by our
destroyer and torpedo-boat flotillas
at night.

Our fleet sustained no serious
damage, and our total casualties are
estimated at about 170.

THE DAMAGE TO RUSSIAN SHIPS.

Tokio, 13th August,
12.30 p.m.

Admiral Togo reports that of six
Russian battleships engaged in the
battle of the 10th instant, five are
believed to have sustained serious
damage.

The *Pobieda* had both masts
broken and her big guns ceased their
working.

The *Retvizan* apparently suffered
most owing to our concentrated shells
at the distance of 3,500 metres.

The damage to the enemy's cruisers
was probably less serious.

The *Bayan* did not emerge from
Port Arthur.

Our damages are already tem-
porarily repaired.

The *Askold* is a first-class cruiser built in
1901. She is 6,100 tons, 426 feet in length, and
has a speed of 23.8 knots. Her complement is
500. She originally carried 12-6", 12-3", and
12 small guns. She was badly damaged at
Port Arthur on Feb. 9th.

The *Novik* is a second-class cruiser, built in
1902. Her tonnage is 3,000, length 347 feet,
and she has speed of 25 knots per hour. She
carried a complement of 340, and her armament
consisted of 6-4", and 13 smaller guns. She
was also badly damaged on Feb. 9th, at Port
Arthur.

The *Zarevitch*, the flagship of the Russian
fleet, was laid down on July 8, 1899, at La
Soyne and her principal dimensions are as
follows:—Length 118m. 30c. Breadth 23m.
20. Depth 1m. 60c. Draught 8m. 00c. Displace-
ment 13,111 tons. She is clad in armour of the
total weight of 3,560 tons, and her estimated
speed is 18 knots. Her principal armament
originally comprised: four guns of 335mm.,
installed in two revolving towers, and twelve
guns of 150mm. in pairs in six turrets placed
along the sides, perfectly protected, and having
a very wide range. The forward and stern
chasers consisted of two guns of 305mm. and
eight guns of 150mm. For firing on the beam
there were on each side four pieces of 305mm.
and six of 150mm. The supplementary armament
comprised twenty guns of 77mm., twenty of
47mm., ten Maxim and guns of 37mm. The
torpedo tubes were four in number, two sub-
marine and two surface tubes, sheltered by
thin plates, placed fore and aft. She has com-
plete arrangements for receiving an admiral
and his staff and a crew of 780 men. She was
badly damaged at Port Arthur, on Feb. 9th.

The steel cruiser *Pallada* was launched from
the Galerny yard, Petersburg, in 18.9. She is
6,630 tons, 413 ft long, 55 beam and 21 draught.
Her engines have an indicated horse power of
11,610 with Belleville boilers, and drive three
propellers giving a speed of 20 knots. Her
deck armour is 2 1/2 in thick and she carried 6.6
in qf 20.3 in and 8.1.4 in guns and four torpedo
tubes. The vessel was also among those
damaged at Port Arthur the same day.

The *Retvizan* is a first-class battleship of
the Russian fleet, having been launched
in 1900, and is of Philadelphia build.
She displaces 12,700 tons; has 16,000 in-
dicated horse-power, and a speed of eight-
teen knots with forced draught, and can
carry as much as 2,000 tons of coal

TELEGRAMS.

(Reuter's.)

Bye-Election.

LONDON, 11th August.
The bye-election at North East Lanark has resulted in the return of Mr. Findlay (Radical) by 5,619 votes against Mr. Touch's (Unionist) 4,677 and Mr. Robertson's (Labour) 3,984. Mr. Findlay replaces Sir W. H. Rattigan (Conservative) deceased.

The War.

ESCAPE OF THE PORT ARTHUR FLEET.
Reuter's Chefoo agent wires that, on the 11th inst., a Russian destroyer entered Chefoo and reported that six Russian battleships, four cruisers, and half the torpedoers had escaped from Port Arthur yesterday morning. The destroyer left last night bringing five passengers who state that the Japanese fleet is pursuing the Russians, and a battle in the open sea is expected.

Sinking of the "Knight Commander."

LORD Lansdowne, speaking in the House of Lords, said he could not admit that the destruction of the *Knight Commander* was justified, or that the proceedings of the Prize Court were valid. Such measures would affect most injuriously British commerce. His impression was, however, that despite the untoward incidents which had occurred both Governments would really be glad to discover a means of settling the difficulties. He was glad to say that the language of the Russian Government, in reply to the British representations, justified a hope that the destruction of neutral prizes was not likely to be repeated; although he could not announce anything tantamount to a distinct settlement.

WATER SUPPLY.

THE RIDER MAIN SYSTEM.

It was resolved by the Governor in Council on the 9th inst., under section 2 of the Waterworks Ordinance, 1903, that the district described below be defined as a district within which the water supply is to be controlled by means of rider mains and the said District shall be known as "rider main district No. 1."

This district is bounded as follows:—On the North by the centre line of Queen's Road West from Eastern Street to Kwong Fung Lane.

On the South by the centre line of High Street from Eastern Street to Water Street at its junction with Pokfulam Road and by the centre line of Third Street from Water Street to Kwong Fung Lane.

On the East by the centre line of Eastern Street from High Street to Queen's Road West. On the West by the centre line of Kwong Fung Lane (formerly Battery Road) from Queen's Road West to Third Street and by the centre line of Water Street from Third Street to High Street at its junction with Pokfulam Road.

The following tenements shall also be deemed to be included within this district:—Nos. 176 to 230 (even numbers) ... Third Street. Nos. 8, 38 (do.) ... High " Nos. 35, 42 (do.) ... Eastern " Nos. 1, 2 and 3 Ng Fuk Lane.

And all the houses in Kui Yan and Yau Yee Lanes.

THE ELECTRIC TRAMCARS.

An enthusiast writes in the following strain: Open-mouthed, and staring-eyed every Chinese resident, man, woman and child, along the length of Des Vaux Road Central and West, stood in a densely packed throng causing the more phlegmatic foreigner to pause in wonder as to the cause of all this excitement, at a o'clock this morning. It was, however, soon explained, as in the distance was heard the unusual note of a bell sounding with a quite unaccustomed note as a yellow-painted electric car dashed up from the east, passed, and was away to the west, all in the twinkling of an eye. This car, opening the line to traffic on the section, was driven by Mrs. Gray Scott, wife of the manager of the Electric Tram Company, and was followed by another and another, until the wondering crowd could gaze no longer, and as the last car in the procession faded away in the dim vista of the west, the seething throng melted away amid many "Wahs" of astonishment. And it is at length the long-expected electric tramway service is an accomplished fact in this Colony. Remains now to see how it will affect the richshas!

The following resolution has been adopted by the Executive Council:—

Whereas that portion of the Hongkong Tramway Line lying to Westward of Arsenal Street comprising section No. 1 and the portion of section No. 2 which lies between the North of Arsenal Street and Chater Street, Kennedy Town, and which are described in section 3 of the Tramway Ordinance, No. 10 of 1902, has been duly certified as fit for traffic by the Director of Public Works, the Governor in Council, authorises the same to be opened for traffic from 13th August, and directs that this resolution be published in the *Gazette*.

A *Cablenews* wire from San Francisco, of 9th inst., says a report has reached St. Petersburg to the effect that in the naval battle which took place last week at Port Arthur, in which the Japanese cruiser *Kasuga*, was reported lost, two other Japanese vessels, whose names are unknown, were also badly damaged. Tokio has denied the loss of the *Kasuga* and asserts that practically no damage was sustained by the Japanese squadron.

CONSEQUENCES OF THE CAPTURE OF PORT ARTHUR.

OPINION OF A FRENCH EXPERT.

A forecast of the consequences of the capture of Port Arthur has recently appeared in the *Temps*. The following is a translation of the article in full:—

A Russian officer was recently expounding the well-known thesis that in war fortresses are useless and that all depends upon the great battles fought in the open field by the rival armies; he recalled the fatal attraction Metz exercised on the French leaders in 1870 and how much the attitude of Blazine had been influenced by the vicinity of the fortress. According to him, the strategy of Kuropatkin is free of such errors. Thence he goes on to condemn the fault that the Japanese commit in undertaking the siege of Port Arthur. "So much the better for us!" he adds, "we shall be able to concentrate in peace at Liaoyang."

Such reasoning is on a par with that of the Arab who, seeing his house on fire, let it burn thankful he was not in it. Perhaps he too said that he was concentrating on himself in order to fight better the battle of life. But having so little combativeness in him, he did not deserve success. Likewise here, the placidity, the ignorance with which the principal Russian force contemplates the attack of Port Arthur by the Japanese does not augur well of final success. But has this different army, more Tolstol-like than Dragomiroff-like (Dragomiroff is the leading Russian strategist; it will be recalled he was opposed to the war and predicted disaster),—has this army of non-resistance to evil the right to separate its destinies from the fate of the fortress, or are their fortunes so intimately connected that the fall of the one will necessarily end in the ruin of the other? There is no doubt about the answer to this question; when one thinks of the vital interest Russia has staked in Port Arthur, and of what she would lose in losing it. Indeed, the most ambitious autocracy could not have chosen on the map of the world a more enviable geographical position, a strategic point of greater strength. That is truly the Eastern Bosphorus; that another Russian generation thought to have found in Vladivostok. Port Arthur commands the Gulf of Pechili almost as surely as Constantinople holds the key to the Black Sea. It dominates the Yellow Sea, and its influence is felt throughout Korea and China. It is, besides, or will be to-morrow, a naval station of the first rank. The western basin has only to be dredged and an opening cut through the Tiger's Tail to get the full advantages of a topographical situation which makes of it the largest and best sheltered natural haven.

These advantages Russia had not yet been able to exploit to the full. She was drawing on them by tracing beforehand around Port Arthur as a centre the circle of her future expansion. Dainty administrative creation, was only the personal fancy of a minister more bold in his systems than fortunate in his conceptions. It was an opera scene, similar to those Potemkin erected on the route followed by the great Catherine in 1787, to make her believe the Crimea was inhabited. But Port Arthur is inhabited; there were there officials, soldiers and sailors; huge military buildings were being put up; the victory lived there; it was in a word a "capital" and by that very fact an object that the Japanese could assign to their main force without violating the principles of Moltke and Napoleon.

The Russians understood that so well that they took care to concentrate imposing means of defence upon Port Arthur, two field-divisions, the fortress troops, and the crews of the ships make a total of 50,000 men which, commanded by so able a general as Stoessel, can resist several months. Yet, everything happens in war, and the supreme commander must provide for every eventuality. Whatever precaution he may have taken against the occurrence of such a disaster, the hypothesis of the capture of Port Arthur must present itself to Kuropatkin's mind. He must see that the consequences of it would be irreparable and he cannot hope to derive any profit from longer inaction.

Fifty thousand men would be captured with Port Arthur. Such catastrophes are not unknown in history. The capitulations of Sedan and Metz were graver, more painful for our honour, harder to forget for our history. And yet, the France of 1870 immediately created other armies; she had only to stamp in her soil to make new ones spring up. Russia, on the other hand, had transported hers along the endless Trans-Siberian. The experience of the present concentration had demonstrated that to bring 50,000 men into Manchuria two whole months are necessary.

The loss of time and the loss of troops is nothing, however. We must think what the strategic situation of the Russians will be if the Japanese get into Port Arthur and a new siege is necessary to drive them out. To transport the necessary material, organise the siege services, that at the other end of the world and without the help of the sea, is a task above human forces. Such desperate tasks are undertaken only when the supreme game is being played, when more than honour is engaged, when life is at stake. They are not attempted when the fatal question "What is the good?" springs in every mind, and where doubt as to the ultimate advantage prevents the last resources being engaged in the war.

That is a sombre perspective. There is a blacker one yet. The fall of Port Arthur would bring about, in some form or other, the ruin of the Russian fleet and complete the Japanese mastery of the sea. They could become ungettable on the Continent by the facility of landing and embarking everywhere; the war would end in a hide and seek game in which the Russian bear would always be caught by his agile adversary.

From that moment, the offensive, the great war of masses becomes impossible. The campaign of 1904 will have been decisive. The Russians know it. Hence the hopes they found on the Baltic fleet if it ever succeeds in joining that of Port Arthur. Hence the care with which they prepare their concentration at Liaoyang to intervene, once the summer rains are over, with all their forces gathered and in numerical superiority.

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BERI-BERI.

THE DISEASE WHICH THE CHINESE ARE BRINGING INTO SOUTH AFRICA.

BY AN EXPERT.

The disease which threatens the Chinese coolies on their way to the Transvaal mines is known in the Far East as beri-beri, and as kakke in Japan. The origin of the word is of some trace to "bhayree," signifying a sleep in Hindustani, and by others to "bhar-beri," the Hindustani term for swelling. The former derivation is supposed to refer to the peculiar walk of persons suffering from the disease, reminding one of the stiff gait of the sheep; the latter term refers to the frequent accompaniment of a general dropsy.

No disease presents so many diverse symptoms as beri-beri. Not only may it assume an acute, sub-acute, or chronic form, not only may it exist in an endemic or local centre, and then become epidemic but the persons attacked may present signs and symptoms of general dropsy; or, on the other hand, the tissues of the body may atrophy and shrink until almost a mummified aspect obtains.

WHAT IS BERI-BERI?

The essence of the ailment lies in an affection of the nerves of a paralytic nature, especially of the lower limbs, causing weakness, numbness and stiffening of the extremities, with alterations in, and lessening of, the sensibility of the skin. The nerves of motion and of sensation, supplying respectively the muscles and the skin, are therefore seriously affected by a form of more or less pronounced paralysis. Although the lower extremities are apparently most deeply involved, the upper extremities show similar derangement; and the nerves to the heart, lungs, &c., are disturbed in their functions, causing heart failure, and difficulty in breathing of the nature of asthma.

The countries in which beri-beri exists as an endemic or local disease of a fairly permanent nature are: Ceylon, the Malay Peninsula, Sumatra, Java, and Japan; to a lesser degree it prevails in Southern China, Borneo, Assam, Burma, and various parts of India. In Mauritius, Fiji, and Brazil it has caused serious outbreaks, and it must not be forgotten that in 1897 and 1898 beri-beri occurred in the Richmond Lunatic Asylum in Dublin. In similar institutions in France and the United States outbreaks within recent years have also been recorded. Although, therefore, beri-beri is a disease primarily of the tropics and sub-tropics, like many others of its type it extends to countries possessing temperate climates.

DIET AND THE DISEASE.

On board ships it has been long looked upon as one of the most serious scourges, and markedly so in the Japanese navy. To so alarming an extent did beri-beri prevail amongst the Japanese sailors at one time, that one-fourth of the entire force was incapacitated; this led to a scientific inquiry into the means of combating the disease. The result of the investigation seemed to point to the fact that a deficiency in certain elements of food was the cause of the disease—a belief that seemed to be substantiated by the disappearance of the disease when the diet was improved. Against this conclusion, however, there are several objections; for beri-beri disappeared from amongst the soldiers in Japanese barracks at the same time as it disappeared from amongst the sailors, although no change of diet was provided for the soldiers. Again many other general sanitary improvements were inaugurated synchronously with the improvement in diet, so that the belief that food had directly to do with the causation of the ailment has not been proved either in Japan or any other part of the world. Moldy (that is fungus-impregnated) rice has been long regarded as the probable cause of beri-beri, but carefully conducted experiments in several galleys in the Malay Peninsula under British control have proved the diseased rice theory to be erroneous. The Chinese, Japanese, and Malays seem to be particularly prone to beri-beri when they are congregated on board ships, or dwelling in numbers in barracks, or in coolie quarters on plantations. Many industries have been crippled and some ruined by this fell disease; more especially has this been the case in Borneo, where some few years ago work on the plantations had to be entirely suspended owing to the severity of the epidemic.

THE CAUSES AND PREVENTIVES.
The actual cause of beri-beri is unknown, the bacterium, if there is one, has yet to be found. Although the Dutch observers in Sumatra in 1887 definitely described a micrococcal infection of the blood, their results have not been substantiated; nor has the microbial worm theory of origin been accepted.

What, then, do we know of the cause of beri-beri?

1. The disease is apt to occur when people, especially of the Malay and Mongolian races, are dwelling in overcrowded habitations.

2. It is a disease that affects persons dwelling at low levels, more particularly near the sea.

3. It is connected with sameness of diet—with food calculated to produce scurvy, although in no way directly connected with scurvy.

4. It is a disease of cities rather than of country districts.

5. Beri-beri is a "place" disease, clinging to certain houses, or rooms in a house, and to certain cabins on ships.

The means of preventing beri-beri are to be gathered from what we know of the probable causes. Overcrowding must be combated, diet must be varied, and must contain a sufficiency of nitrogenous elements, that is to say, the avoidance of a too strictly vegetable diet. Infected persons must be at once isolated, and those suffering from open wounds must not be allowed to be under the same roof with beri-beries. The treatment of the disease consists in at once removing the patients from the infected abode, and, if possible, taking them to a higher level. On board ships the cabin in which the disease has appeared should be emptied and disinfected, and the patients taken to the open air on deck whenever feasible. The patient's diet should be generous (sameness avoided), and fresh milk given whenever it can be had. The medicinal treatment has to be of a nature calculated to prevent heart failure, and to sustain the patient's circulation until such times as the advance of the paralytic processes are stayed.

—Daily Chronicle.

ATTEMPTED SUICIDE.

Domestic troubles very nearly brought about a tragedy in the harbour yesterday. Yau Yat Vin, a young Chinese girl, was married some months ago to Li Cheung Shan, a blacksmith on Sha Po, but found that life with her mother-in-law was anything but a paradise, so she determined to end it all and seek a watery grave in the harbour. This she proceeded to do, yesterday, but was seen by a passing sampan woman and rescued; a constable on patrol taking her in charge, as she admitted that she intended to commit suicide. This morning Yau was placed before Mr. Gompertz, and when asked why she had attempted to commit so serious an offence, she stated that she could not bear her life with her husband's step-mother any longer. The latter was always cruel to her, beat her, and made her work hard, while she did not give her enough to eat. Li's Worship said it was very evident that the girl had been driven to the deed by the ill-treatment of her husband's people, though she had rendered herself liable to be sent before the Chief Justice to be dealt with; he was loth to deal so seriously with the girl under the circumstances. He asked the mother and sister-in-law if they would promise to treat the girl properly if he released her under bond not to attempt anything so foolish again, but they refused to give any such promise. The husband of the girl, a vacuous looking youth, who appeared to be quite under the thumb of his step-mother was called, and asked why he did not keep his wife in another house, and away from the mother-in-law. He stated that he was a blacksmith and earned \$13 per month, but he could not take his wife to another house, as his father could not work and he had to keep the family, adding "besides, my step-mother would not let me!" Finally the matter was remanded to the Registrar General to see if some settlement could not be arrived at between the parties.

THE COOLIE TRAFFIC.

"TWEEDEDALE'S" DEPARTURE.

All the ships chartered for the South Africa coolie traffic are overhauled, disinfected, and specially arranged and fitted up for the service in Hongkong. The s.s. *Tweddale*, now on her way to South Africa with her first load of coolies, was fumigated last week with the Clayton fumigating apparatus, under the personal supervision of Dr. Swan, medical adviser to the Emigration Department. This work occupied four days, and entailed the consumption of over six hundred pounds of sulphur. The s.s. *Tweddale*, has again been treated similarly, and is now ready for service, she having left for China yesterday. The most extraordinary, not to say extravagant, care is being taken to provide for the comfort of the emigrants; in fact, the ships when ready for service present an internal appearance, such as would be creditable to a first-class transport. The sanitary arrangements are perfectly complete, and the emigrants are afforded every facility for exercise. The decks are entirely at their disposal, and their movements are in no way interfered with or restricted, beyond what is necessary for the safe navigation of the ships; while awnings cover the whole expanse from stem to stern, from the time they load to the time they reach their destination. The dietary scale has been drawn on a most liberal basis by Mr. Cowan, the Transvaal Emigration Agent, who rigidly examines the foodstuffs personally and superintends its stowage. Thousands of pounds of American beef and pork are added to a list of some forty articles of Chinese diet, such as most of them could never get in their own provinces. Altogether, the arrangements throughout are immeasurably superior to those made for the transportation of our own soldiers, during the progress of the Transvaal war.

COMMERCIAL.

FREIGHT.

The settlements reported for the week since the 8th inst. have been principally confined to rice loading from Saigon to this. Three fixtures are reported, viz., two French steamers of 9.7 and 9.0 tons, respectively, at 15 cents per picul and later a Norwegian boat of 645 tons at the improved rate of 16 cents. From Saigon to 2 ports Philippines a British steamer of 1,251 tons secured 30 cents per picul. Coal freights from Moji to Hongkong were effected earlier in the week at \$1.50 per ton; later an Indo-China boat of 1,410 tons was booked at \$1.75 per ton. A German steamer (1,934 tons) fetched 45 cents per picul for sugar loading from Hilo to Yokohama. Newchwang freight has improved to 30 cents per picul to Amoy at which rate a German carrier of 503 tons has been fixed. Hence to Kobe \$16.00 in full has been paid for a British steamer of 1,403 tons.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts write in their report of the 12th inst.:—

The market has continued fairly brisk and a large general business has been put through. The principal changes have been a decline in China Sugars and a further advance in Farnham Boyds.

The China Sugar Refining Company, Limited, has declared an interim dividend of 5 per cent for the half-year ended 30th June, 1904, payable on Monday, the 29th August. The transfer books will be closed from the 16th to 29th instant, both days inclusive.

The Shanghai and Hongkong Wharf and Godown Company, Limited, has announced an interim dividend of 1s. 4d. per share for the first half year of 1904.

Banks.—Hongkong and Shanghai Banks have ruled firm with buyers at 166 and small sales at 166½. The London quotation is £68 10½. Nationals are still wanted at 168.

Marine Insurances.—Unions have been sold at \$545 and \$540. China Traders have found buyers at \$61 and \$62. Other stocks under this heading are unchanged.

Fire Insurances.—Hongkong Fires are in request at \$110 after sales at the rate. A small lot of China Fires have been placed at \$87.

Shipping.—Hongkong, Canton and Macao Steamboats are in the market at \$30. The report of the directors for the half-year ending 30th June last says:—"After paying running expenses, salaries, premia of insurance, repairs and all others out-goings, there remains, including \$415,886 brought from last account, and \$33,000 transferred from the Depreciation Fund to partially meet the cost of repairs incurred during the half-year, the sum of \$136,363.85 at credit of Profit and Loss Account. From this amount the directors recommend that a dividend for the half-year of 10% on capital on \$120,000 be paid to shareholders, leaving a balance of \$16,363.85 to be carried forward to New Account." Indo-Chinas improved their position and up to \$113 has been paid, the market closing with sales at \$112. China and Manilla have buyers at \$26, and Douglas Steamships are quiet at \$35. Star Ferries are in demand at \$38 for the old and at \$28 for the new issue. Shell Transports have strengthened and are wanted at \$26. Shanghai Tugs are in request at \$15. 47½ and \$15. 46½ for the ordinary and preference shares respectively.

Refi eries.—Since the announcement of an interim dividend of 5% China Sugars have suffered a reaction and have been disposed of at various rates down to \$180, closing with sellers at \$181. Perak Sugars have again been done in the North at \$110.

Mining.—Raubas are still obtainable at \$7. Chinese Engineering are offering in Shanghai at \$15. 6½.

Docks, Wharves and Godowns.—Hongkong, and Whampoa Docks have advanced and are wanted at \$225 after sales at \$223 and \$224. The report and statement of accounts for the six months ended 30th June, 1904, show a net profit, (after paying interest due and all charges) of \$639,469.8 to which has to be added the balance brought forward from last account of \$25,340.69. After deducting from this \$10,000 directors' fees and \$750 auditors' fees there remains available for appropriation a balance of \$593,670.77. The directors recommend that a dividend of 12% (16 per share) and a bonus of 4% (\$3 per share) be paid to shareholders; that \$35,937.85 be written from the value of Kowloon Docks, \$1,800,000 from Cosmopolitan Dock, \$1,078,000 from the floating plant, and the balance \$305,471.73 be carried forward. There has been a regular boom in Farnhams during the last few days, the market advancing by leaps and bounds to \$170, being a gain of 23 points on last week's quotation. Kowloon Wharfs have considerably strengthened and are inquired for at \$117. Hongkong Wharfs have changed hands and are still wanted at \$150.

Lands, Hotels and Building.—Hongkong lands have been negotiated at \$132 and \$153. Shanghai Lands are reported sold at the improved rate of \$12. Kowloon Lands continue firm at \$38, and West Point are up to \$60 buyers. Hongkong Hotels have hardened and are in demand at \$145. Astor House Hotels are quoted in Shanghai at \$33. Humphreys' Estate have been booked at \$123, and \$13.

Cotton Mills.—Nothing doing. Cigar Companies.—Sumatras are steady at \$15. 6½.

Miscellaneous.—Green Island Cements have been the medium of a fair business at 129½ and 129½. A. S. Watsons have changed ownership at \$5½ and further shares are wanted. Electric firms are at \$15½ for the old, and at \$9½ for the new shares. Ices have improved and can be placed at \$240. Dairy Farms have been done and are still wanted at \$20. Steam Laundries (\$3 paid-up) have been dealt in at \$33. Langkats have further advanced and are in request at \$15. 30½.

To-day's Advertisements.

JUST LANDED.

Per S.S. "PARLING."

A FRESH CONSIGNMENT OF MILKMAID BRAND SWISS MILK, guaranteed to be good.

AND ALSO A Fresh Consignment of Splendid Fresh ENGLISH AND AMERICAN PROVISIONS. Inspection Solicited.

H. RUTTONJEE, No. 5, D'Aguiar Street, or 36 to 38, Elgin Road, Kowloon.

Hongkong, 13th August, 1904. [72]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.) THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying H.M. Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for London and Tea for London (under arrangement) to be transhipped at Colombo into the Mail steamers proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Victoria*, due in London on the 9th October.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th August, 1904. [74]

Co-Op's Advertisements.

METROPOLE THEATRE. METROPOLE HOTEL.

Sole Proprietor, Mr. JAMES CHRISTIE.

EVERY SATURDAY NIGHT.

A High-class Performance by Clever Artists, introducing the latest

SONGS! DANCES!! AND SKETCHES!!!

COMPLETE CHANGE OF PROGRAMME EVERY SATURDAY.

Overture 9 o'clock, Performance 9.10 p.m. sharp.

Prices... .. \$2 and \$1.

Two Special Trams will be held until the conclusion of the Performance.

Hongkong, 12th August, 1904. [926]

EXCURSION TO MACAO.

THE Splendid Steamer.

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance*'s wharf at Macao.

FARE: 1st Class Single Ticket, with Cabin \$3.00. Return " " \$5.00.

Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & Co., Ltd.

Hongkong 8th August, 1904. [919]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, to be held on MONDAY, the 22nd day of August, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the New Territory of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	Lai Chi Kok.	ft. ft. ft. ft. ft. ft.	593 562 100 54,890 472 5,485		

Hongkong, 13th August, 1904. [927]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain T. M. Meyrick, will be despatched as above, on FRIDAY, the 19th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th August, 1904. [928]

Intimation.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to H.M. THE KING and HERE the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central.

[930]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	26th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOVUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"CHEUNGCHOW"	15th August.
MANILA	"TEAN"	16th "
SHANGHAI	"TAIWAN"	16th "
CEBU AND ILOILO	"KAIPO"	18th "
SWATOW, CHEFOO AND TIENSIN	"KANFO"	25th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	12th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th August, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1.30; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong,
the following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.The S.S. "CHARLES HARDOUIN,"
Captain Merle, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European, \$8.00

Second Class European, 3.00

First Class Chinese, 1.50

Second Class Chinese, .80

Deck, .30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday except ed).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey, \$4

Meals, (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"BEDOUIN" 13th August.

"LOWTHER CASTLE" 20th "

"ATHOLL" 15th September.

For Freight and other information, apply to

DODWELL & CO., LIMITED,
Agents
Hongkong, 12th August, 1904.P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,

Capt. G. W. Gordon, R.N.R., will be despatched
for LONDON (DIRECT), on or about 19th
August.Has excellent accommodation for FIRST and
SECOND SALOON PASSENGERS at moderate
rates.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 6th August, 1904.AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the
above Port, on or about SATURDAY, the 3rd
September.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 4th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for
the above Ports, on or about WEDNESDAY,
the 7th September.This Steamer has Superior Accommodation
for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th August, 1904.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the
above Ports, on TUESDAY, the 16th instant,
at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.
Agents.
Hongkong, 11th August, 1904.IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"GNEISENAU,"

Captain H. Bleeker, due here with the outward
German Mail about TUESDAY at 2 P.M.,
will leave for the above places about 12/24 hours
after arrival.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, 12th August, 1904.

Intimations.

LADY, (Married), requires position as
HOUSE-KEEPER, or ASSISTANT
HOUSE-KEEPER in Good Hotel in Hong-
kong, or Manila, or would not object to serve
in Bar.

Apply—

"BOX,"
C/o This Paper.
Hongkong, 15th July, 1904.THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL
INSTALLATION.N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,
M.A.I.C.E.
Hongkong, 12th April, 1904.

NOTICE

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.HONGKONG AVERAGE MARKET
PRICES.

Corrected 3rd August, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa lb 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" Searjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chau 26

Bullock's Brains—Know per set 9

" Tongue fresh—Ngau Li each 45

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin 14

" Feet—Ngau Kerk each 8

" Kidneys—Ngau Yiu 16

" Tail—Ngau Mei 9

" Liver—Ngau Con 5

" Tripe (undressed)—Ngau To 15

Calves' Head and Feet—Ngau-chai-
tau-keok each 75

Mutton Chop—Yeung Pai Kw 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 23

Pigs' Chitlings—Chi cheung 16

" Brains—Chi Kow per set 2

" Feet—Chi Kerk 13

" Fry—Chi Chak 13

" Head—Chi Tau 15

" Heart—Chi Sum each 7

" Kidneys—Chi Yiu pair 7

" Liver—Chi Koo 24

Pork Chop—Chi Pai Kwat 23

" Corned—Ham Chu Yuk 1

" Leg—Chu Pei 24

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau

" Keok each 50

" Heart—Yeung Sum each 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 22

Sucking Pigs, To Order—Chu Chai 11

Suet, Beef—Sung Ngau Yau 17

" Mutton—Sung Yeung Yau 22

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 13

POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 32

Ducks—Ap 17

Doves—Pan Kau 1

Eggs, Hen—Kai Tao 20

Fowls, Canton—Kai 33

" Hainan—Hoi Nam Kai 29

Geese—Ngai 22

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo pair 18

Musk Deer—Wong Keng each 18

Hare—Tu Chai 1

Partridge—Che Khoo 1

Pheasant—Shao Kai pair 24

Pigeons, Canton—Pak Kup each 18

" Hoihow—Hoihow Pak Kup 18

Quail—Um Chun 1

Rice Birds—Wo Fa Cheuk dozen 1

Snipe—Sa Chui each 1

Turkeys, Cock—Fo Kai Kung 18

" Hen 54

Wild Ducks, Shanghai, Sui-ap pair 1

Teal, Shanghai, Sui Ap Chai each 1

Wild Ducks Canton—Sung Shing Sui

Apes 1

FISH.

Barbel—Ka Yu 14

Bream—Bin Yu 13

Canton Fresh Water Fish—Hoi Sin Yu 14

Carp—Li Yu 15

Catfish—Chik Yu 9

Codfish—Mun Yu 14

Crabs—Hai 12

Cuttle Fish—Muk Yu 11

Dab—Sa Mang Yu 14

Dace—Wong Mei Lun 10

Dog Fish—Ti Tu Sa 9

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6.....	10
12.....	25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CATS.

CIRCULARS

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.

1, Ice House Road.

H. B. KONG.

Shipping.

Arrivals.

Hanoi, Fr. s.s., 735, P. Mercees, 12th Aug.—
Haiphong 9th Aug. and Hoihow 11th,
Pigs and Gen.—A. R. M.
Uadenia, Ger. s.s., 4256, A. Borden, 12th Aug.—
Shanghai 9th Aug., Gen.—H. A. L.
Chowfa, Ger. s.s., 1055, T. Spiesen, 12th Aug.—
Kohsichang 6th Aug., Rice.—B. & S.
Yuensang, Br. s.s., 1228, T. M. Meyrick, 13th
Aug.—Manila 10th Aug., Gen.—J. M. &
Co.
Teau, Br. s.s., 1345, A. Sommerville, 13th Aug.—
Manila 10th Aug., Gen.—B. & S.
Haiching, Br. s.s., 1267, A. E. Hodgins, 13th
Aug.—Takao and Swatow 11th Aug., Gen.—
D., L. & Co.
Wosang, Br. s.s., 1127, H. S. Malkin, 13th
Aug.—Newchwang and Chefoo 1st Aug.,
Gen.—J. M. & Co.
Changchow, Br. s.s., 1202, Monkman, 13th
Aug.—Canton 12th Aug., Gen.—B. & S.
Hansang, Br. s.s., 1356, S. Wilde, 13th Aug.—
Canton 12th Aug., Gen.—J. M. & Co.
Aperade, Ger. s.s., 611, A. P. Ulderup, 13th
Aug.—Haiphong 9th Aug., and Hoihow
12th, Gen.—J. & Co.

Clearances at the Harbour Office.

Shaoching, for Saigon.
Tishan, for Port Darwin.
Uadenia, for Singapore.
Bedouin, for Singapore.
Changchow, for Amoy.
Zaffra, for Manila.
Whampoa, for Ningpo.
Haidia, for Keelung.
Nigrelia, for Moji.
Cape, for Singapore.
Tuesdale, for Chinwantan.
Iha Verde, for Macao.
Frithiof, for Swatow.
San Cheong, for Canton.
Hailan, for Hoihow.
Jidun, for Yap.
Kwangtshai, for Shanghai.
Yingking, for Canton.
Machew, for Swatow.
Kwangchow, for Canton.
Lianan, for West River.
Chian On, for West River.
Chungong, for Macao.
Thales, for Swatow.
Pak Kong, for West River.
Wuhur, for Saigon.
Wosang, for Canton.
Pak Ling, for Nagasaki.
Wingchai, for Macao.
Wo Kwei, for West River.

Departures.

Aug. 13.

Simi, for Europe.
Medusa, for Sydney.
Zaffra, for Manila.
Zaffra, for Fenchow.
Benurige, for Kohsichang.
Tuesdale, for Chinwantan.
Shaoching, for Saigon.
Tatun, for Canton.
Pekin, for Shanghai.
Maria L., for Callao.
Kwangtshai, for Shanghai.
Hailan, for Hoihow.
Peking, for Japan.
Nigrelia, for Moji.

Passengers arrived.

Per Haiching, from Takao—Mrs. Dawson.
Per Teau, from Manila—Mrs. B. J. Adams,
Dr. and Mrs. J. A. Hall, Mazaria, Mr. E. G.
Shepherd, Mr. Marion, Mr. E. Conatoni,
and 90 Chinese.

Per Manha, for Hongkong from Marseilles
Mr. and Mrs. Brunschwig, from Colombo—
Mrs. Osborne, Miss Ketty, Messrs. Unwalla,
Grosser, Guineckardt, Jenker, Friedrickson,
Carter, Wilman, Tourman, Ward, Buckley, and
Shackler. From Singapore—Mr. H. Harg.
From Saigon—Mrs. Rico, and Mr. Colson. For
Shanghai from Marseilles—Prince Pu Lun,
Messrs. Morbert Paquet, Lion, de Ligniere,
Gouin, Habet, P. Evehevy, Bourgeat, Revs.
Brulant, Gregory Beazil, and Flamant. From
Suez—Mr. and Mrs. Kadiol. From Colombo—
Mr. and Mrs. Eckford, Mrs. Lovel, Mrs.
Witchech, Mr. and Mrs. Lebowitz, Messrs. Mei-
dingen, E. Schmidt, Huxton, Ahmed, Lechnutta,
Schuman, Abraham, Melmann, Goldmann,
and H. E. Du Tai Tchang. From Singapore—
Messrs. Okino and Otto Spiesen. From Saigon
—Messrs. Peter Jacobson and Fischel Feld-
mann. For Yokohama from Marseilles—Mrs.
Ballet and infant and Mr. J. M. Seymour. From
Colombo—Mrs. Roley, Mrs. Imai, Dr. F.
Doffern, K. Minavis, and M. Doffern. Messrs.
Serno, Audreac, and Ehans. From Bombay
via Colombo—Mr. Mehta. From Singapore—
Messrs. Ripp, Sajon, and Basila Andalf. For
Kobe from Colombo—Messrs. Ohtani, Car-
mann, Gieffin, Androsen, and Ohlsen. From
Singapore—Mrs. Sonoyan Halse, Gonca, and
Tsunda. From Batavia via Singapore—Mr.
Sjebosema.

Passengers departed.

Per Simi, for Shanghai for Marseilles—
Rev. H. G. G. Hallock. For Bombay—Mr. T. C.
Stafford. For Colombo—Mr. D. Pearce.
For Singapore—Mr. A. B. Cumming. From
Hongkong for London—Messrs. A. S. Pearce,
R. N. J. J. Dowling, R. N. and W. E. Day, R. N.
For Bombay—Messrs. H. J. Abba, A. Mowle-
dina, Mrs. C. Rahim, Mr. F. Rahim, Miss F.
Rahim and infant, an Mr. C. Rahim. For
Singapore—Mr. Sydney J. Lyons, Sergt.
Holmes, R.O.A., and Mr. Cheah Kee Eo.

Shipping Report.

Str. Yuensang from Manila—Light to moder-
ate N.E. winds and sea.

Str. Teau from Manila—Fresh N.E. wind,
cloudy, fine clear weather, and long heavy
swell.

Str. Haiching from Takao—There to Swatow
fresh N.E. winds, moderate sea, thence to
port light variable air, smooth sea.

Str. Wosang from Newchwang—Passage
from there towards Chefoo passed 2 mines and
wreck of junk, moderate to fresh breezes, and
fine.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of India	Shanghai	C. P. R. Co.	Aug. 15
Namsang	Singapore	B. & S.	Aug. 15
Changsha	Manila	B. & S.	Aug. 15
Rubi	Manila	S. T. & Co.	Aug. 15
Prussan	Shanghai	M. & Co.	Aug. 15
Gaosenau	Singapore	O. & Co.	Aug. 16
Goslo	Japan	O. & Co.	Aug. 16
Arakonia	San Francisco	P. & A. Co.	Aug. 27
Arakonia	Portland	P. & A. Co.	Aug. 31

Vessels in Port.

STEAMERS.

Anghin, Ger. s.s., 1,001, F. Schaefer, 11th Aug.—
Bangkok 3rd Aug., Rice and Wood—
B. & S.
Anglo-Australian, Br. s.s., 2,581, O. H. Lewis,
11th Aug.—New York via Singapore 11th
June, Case Oil—S. O. Co.
An Pho, Br. s.s., 966, J. Kyte, 8th Aug.—
Saigon 4th Aug., Rice—Chinese.
Bedouin, Br. s.s., 2,245, H. Sandow, 12th Aug.—
Amoy 10th Aug., Gen.—D. & Co., Ltd.
Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.,
S. & Co., Ltd.
Devawongse, Ger. s.s., 1,057, Ch. Kimpel, 10th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Emma Layken, Ger. s.s., 1,160, H. Martens,
28th July—Singapore 22nd July, Sugar
and Nuts—Chinese.
Frithiof, Nor. s.s., 891, Haraldsen, 11th Aug.—
Tatun via Amoy and Swatow 10th
Aug., Gen.—O. S. K.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 31st
July—Amoy 30th July, Gen.—Seang Tai
Hong.
Hinsang, Br. s.s., 1,555, W. E. Saver, 9th
Aug.—Saigon 4th Aug., Rice.—J. M. &
Co.
Keongwa, Ger. s.s., 1,115, W. Möllermann,
6th Aug.—Bangkok 29th July, Rice and
Teak-squares.—M. & Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 11th
Aug.—San Francisco 12th July, and
Manila 9th Aug., Mails and Gen.—P. M.
S. S. Co.
Lothian, Br. s.s., 3,222, I. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber.—J. M. &
Co.
Mercedes, Br. s.s., 3,002, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast.—
Order.
Ovid, Br. s.s., 2,686, Cubert, 11th Aug.—
Kuchinotzu 4th Aug., Coal.—M. B. K.
Phranang, Ger. s.s., 1,021, F. Schmalz, 12th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Rajaburi, Ger. s.s., 1,180, D. Reimers, 8th
Aug.—Bangkok 2nd Aug., Teakwood and
Rice.—B. & S.
Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—
Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Tatun, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.—
Saigon 6th Aug., Rice and Rice-flour.—
E. A. T. Co.
Thales, Br. s.s., 924, A. J. Robson, 12th Aug.—
Swatow 11th Aug., Gen.—D. L. & Co.
Wongkoi, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.—Bangkok 28th July, Rice and
Wood.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBrody, 10th May,
—New York 10th Dec. 1903, Case Oil.—
S. O. Co.
E. B. Sutton, Am. ship, 1,610, Johnson, 19th
July—Chefoo 20th June, Ballast.—Order.
Evie T. Ray, m. b. 918, Kerten, 6th Aug.—
Manila 27th June, Timber.—Order.
Kenmore, Br. b. 2,334, Burch, 14th June—
New York 29th Jan., Kermans—S. O. Co.
Sokoto, Br. 4-masted b. 2,103, Wm. Bourke,
1st Aug.—New York 3rd April, Petroleum.
S. O. Co.
Tongate, Br. b. 949, A. Hutter, 28th May,
—Fremantle 3rd May, Sandal-wood—
Gilman & Co.

TO-MORROW.

S. John's Cathedral, Hongkong.
The following will be the order of service
to-morrow—
Holy Communion 7.30 a.m., Matins 11 a.m.,
Responses: Feriat, Venite, Alecock, Psalms:
Robinson and Dupuis, Te Deum: Jubilate.
Calkin in D. (1st), Anthem: 'As Pants the
Hart'—Spohr, Hymns: 339 and 36.
Evensong 5.45 p.m., Responses: Feriat,
Psalms: Smart, Purcell, Felton and Woodward,
Magnificat: Matthews in E. (6th M.), Nunc
Dimittis: Foster in E. (5th M.), Hymns: 164,
218 and 172, Vesper Hymn: Ward (No. 2),
Voluntaries: Offertoire—Bastie, Berceuse—
Kling.

S. Peter's Seamen's Church.
Queen's Road West.
Eleventh Sunday after Trinity.
Holy Communion 7.30 a.m.

Morning Prayer 11 a.m., Venite, Aylward,
Te Deum, Oakey; Benediction, Jackson,
Hymns, 199, 392, 395 and 491.

Evensong Magnificat, Hawes; Foster, Nunc
Dimittis; Hymns, 263, 436, 394 and 12.

Holy Communion 7.45 p.m.

The Church launch Dayspring will call on
ships carrying white crews to bring friends
ashore to the services between 9.15 and 10.30
a.m., and between 5.15 and 6 p.m., (Kowloon
Police Pier, 10.30 and 6 p.m.), returning after-
wards. The Answering Pennant is the Call
flag. All the sittings are free and unappropri-
ated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m.,
7 a.m., 8 a.m., and 9.30 a.m., Benediction,
5.30 p.m.

German Bethesda Chapel, West Point—
Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chn.)
6 a.m., (Port.), 7.30 a.m., Benediction,
5 p.m.

St. Joseph's Church, Garden Road—Morning
Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass,
8 a.m.

Wesleyan Garrison and Naval Church
Wanchai—Sunday 10.15 a.m., Sunday
3 p.m., Sunday School and men's Bible
Class Sunday 6 p.m., Thursday 7.30 p.m.,
Bible Class.

Union Church—Services, 11 a.m., and 6 p.m.

Ships Passed the Canal.

Outward—15th July—Scandia, Armento,
Sambha, 20th July—Brazil, Ataka, 23rd
July—Athens, Formosa, Rastila, Idemans,
Rammoor, 27th July—Gustafson, Dardanus,
Claverburn, Bechly, 30th July—Annam,
Ellerle, Tysdal, 31st August—Dante, Enna,
Sipani, Bulynski, Seydlitz, 6th August—
Japan, Telamachus, 9th August—Edvard,
Bayer, Ambria, Balfour, Seneca, Alexandra,
15th August—Malacca, Patroclus, Heathcliff,
Suvula, Barotia.
Homeward—15th July—Para, Polynerion,
Pak Ling, 27th July—Segovia, 9th August—
—Trinidad, Yang Tze, Dencluch, 13th August—
—Candia.

Arrivals at Home—15th July—Alcinous,
Oldenburg, Prometheus, Australis, 20th
July—Glenhurst, Sachsen, 23rd July—Mar-
burg, Ducaillon, 27th July—Margate, Bar-
quahem, Strassburg, 30th July—Eltan, 3rd
August—Tienku, 6th August—Clyon, 9th
August—Bismarck, Himalaya, Segovia, Mon-
mouthshire, Agamemnon, 13th August—Tara-
ra, Seydlitz, Idan.

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shaukiwan, leaving General Post Office at
noon.

Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
2 p.m.—5 p.m.
Arsenal Street 8 a.m.—11.5 a.m.
2.5 p.m.—5 p.m.

A Mail will close for—

Namtao—Per Taichun, 15th Aug., 9 a.m.
Sanbue—Per Hot Fu, 14th Aug., 9 a.m.
Macao—Per Wingchai, 14th Aug., 9 a.m.
Canton—Per Falskan, 14th Aug., 9 a.m.
Kongmoon and Kumchuk—Per Lintan, 14th
Aug., 9 a.m.

Swatow, Amoy and Tamsui—Per Thales,
12th Aug., 9 a.m.

Swatow, Amoy and Tamsui—Per Frithiof,
14th Aug., 9 a.m.

Swatow and Bangkok—Per Machew, 14th
Aug., 9 a.m.

Canton—Per Powan, 15th Aug., 7.30 a.m.

Haiphong—Per Hanoi, 15th Aug., 9 a.m.

Swatow—Per Hanching, 15th Aug., 11 a.m.

Macao—Per Hongkong, 15th Aug., 12.15 p.m.

Shanghai—Per Hangchow, 15th Aug., 3 p.m.

Chinkiang—Per Changchow, 15th Aug., 3 p.m.

Kobe—Per Belian King, 15th Aug., 4 p.m.

Namtao—Per Taichun, 15th Aug., 4 p.m.

Sanbue—Per Hot Fu, 15th Aug., 5 p.m.

Macao—Per Wingchai, 15th Aug., 5 p.m.

Canton—Per Falskan, 15th Aug., 5 p.m.

Swatow, Amoy and Fochow—Per Hattam,
16th Aug., 10 a.m.

Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Honolulu and San Francisco—Per
Korea, 16th Aug., 11 a.m.

Macao—Per Hongkong, 16th Aug., 12.15 p.m.

Singapore, Penang and Calcutta—Per
Catherine Apar, 16th Aug., 2 p.m.

Manila—Per Teau, 16th Aug., 3 p.m.

Shanghai—Per Taiwan, 16th Aug., 4 p.m.

Namtao—Per Taichun, 16th Aug., 5 p.m.

Sanbue—Per Hot Fu, 16th Aug., 5 p.m.

Macao—Per Wingchai, 16th Aug., 5 p.m.

Canton—Per Falskan, 16th Aug., 5 p.m.

Swatow, Amoy and Fochow—Per Hattam,
16th Aug., 10 a.m.

Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Honolulu and San Francisco—Per
Korea, 16th Aug., 11 a.m.

Macao—Per Hongkong, 16th Aug., 12.15 p.m.

Singapore, Penang and Calcutta—Per
Catherine Apar, 16th Aug., 2 p.m.

Manila—Per Teau, 16th Aug., 3 p.m.

Shanghai—Per Taiwan, 16th Aug., 4 p.m.

Namtao—Per Taichun, 16th Aug., 5 p.m.

Sanbue—Per Hot Fu, 16th Aug., 5 p.m.

Macao—Per Wingchai, 16th Aug., 5 p.m.

Canton—Per Falskan, 16th Aug., 5 p.m.

Swatow, Amoy and Fochow—Per Hattam,
16th Aug., 10 a.m.

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Macao—Per Hongkong, 16th Aug., 12.15 p.m.

Singapore, Penang and Calcutta—Per
Catherine Apar, 16th Aug., 2 p.m.

Manila—Per Teau, 16th Aug., 3 p.m.

Shanghai—Per Taiwan, 16th Aug., 4 p.m.

Namtao—Per Taichun, 16th Aug., 5 p.m.

Sanbue—Per Hot Fu, 16th Aug., 5 p.m.

Macao—Per Wingchai, 16th Aug., 5 p.m.

Canton—Per Falskan, 16th Aug., 5 p.m.

Swatow, Amoy and Fochow—Per Hattam,
16th Aug., 10 a.m.

Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Honolulu and San Francisco—Per
Korea, 16th Aug., 11 a.m.

Macao—Per Hongkong, 16th Aug., 12.15 p.m.

Singapore, Penang and Calcutta—Per
Catherine Apar, 16th Aug., 2 p.m.

Manila—Per Teau, 16th Aug., 3 p.m.

Shanghai—Per Taiwan, 16th Aug., 4 p.m.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, Mrs. B. J.
Anderson, W. M.
Andreas, Dr. E.
Beattie, R. B.
Bingham, Mr. & Mrs.
T. E. and child
Birbeck, R. J.
Bisney, Mr. and Mrs. S.
Bisney, Miss
Bissell, W. S.
Bo gan, Mr. & Mrs. R.
Bonner, E. A.
Northwick, Mrs. R. W.
Boyes, W. B.
Burns, J. F.
Chamberlin, Mrs. F.
Cheaire, F. D.
Clark, W. G.
Cunningham, G.
Day, U. S., Col. and
Mrs. S. S.
Darby, A. I.
Davies, F. O.
Sayer, G. Burton.
Sayle, B. T. D.
Deacon, F. B.
Dean, G.
Downing, J. H.
Doñin, Dr. and valet
Douglas, Capt. & Mrs. J.
Downing, T. C.
Emerson, A.
Fetterer, Mr.
Fisher, H. G.
Fontaine, Mr. & Mrs.
Glover, C.
Graham, F.
Hall, Capt. T.
Harding, R.
Harrison, A.
Haydon, J. T.
Heckford, R. G.
Icelly, Rev. F.
Janson, O.
Johannsen, E.
Joseph, Mr. & Mrs. E. S.
Katch, E. A.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAMER FOR.

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSIT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Armand Belic* bound
for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 22nd August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i>	9,606	W. M. Smith.	Aug. 31
<i>Tremont</i>	9,606	T. W. Garlick.	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith.	Oct. 1
<i>Tremont</i>	9,606	T. W. Garlick.	Oct. 1
<i>Lyra</i>	4,417	G. V. Williams.	Oct. 1
<i>Hyades</i>	3,753	Geo. Wright.	Oct. 1

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i>	9,606	W. M. Smith.	Ab. Aug. 17
<i>Tremont</i>	9,606	T. W. Garlick.	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 11th August, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 11th May, 1904.

Intimations.

SAVARESS'S
SANDAL
CAPSULES

Efficacious because absolutely pure
English Oil. No matter of coloring.
Full directions. At Chemists.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Consignees.

S.S. "MANCHE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. *Bagdad*, from Havre ex s.s.
Bagdad, and from Bordeaux ex s.s. *Ville de
Rochefort*, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valu-
ables are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after FRIDAY, the 19th August, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or be-
fore the 19th August, or they will not be re-
cognised.

All damaged packages will be examined on
FRIDAY, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 24), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 18th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 21st instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MAGDUFF,"
FROM GLASGOW, LIVERPOOL AND
THE STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,

Agents.

Hongkong, 8th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Mormora* and
Palawan.

From Australia, ex S.S. *Mongolia*.

From Calcutta, ex S.S. *Somali*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimations are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RET. AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$150,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.974 for half-year ending 31.12.1903	64 %	\$665
National Bank of China, Limited. Do. (Founders)	4,453 750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	54 %	London £684 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,030 \$569,143 \$784,415 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	54 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	64 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 27,158	Final of £1 making £2 for 1902		Tls. 674
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,764	\$180,284	\$12 for 1903	94 %	\$130
Canton Insurance Office, Limited	10,000	\$50	\$5	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	74 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,075 \$2,50	\$39,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$533,000 \$149,409	\$41,538	\$14 for second half-year 1903	104 %	\$04 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£105,000 £100,000	£5,853	10/- for 1903	5 %	\$112
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,955	Nil.	\$3 for year ended 30.6.1903	84 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093 \$100,000	\$1,287	\$1.80 & b. 40 cts } \$0.90 & b. 20 cts. } for year ending 30.4.04	61 % 44 %	\$38 buyers \$28 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,175 \$18,000 \$130,153	\$33,648	\$5 for 2nd 4-year making \$13 for 1903	84 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	44 %	24 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 24 making Tls. 44 Tls. 14 making Tls. 34	94 % 74 %	Tls. 474 buyers Tls. 464 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$183 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	44 %	Tls. 60 sellers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 159,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$470
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,110	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 64 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	64 %	\$225 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 180 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	44 %	\$250
Riley Hargreaves & Co., Limited. Do. (Preference)	6,000 2,750	\$100 \$100	\$100 \$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus } \$7 dividend } for 1903	64 % 64 %	\$200 buyers \$110
Howarth Franks, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$59,889 \$250,000	\$28,015	Final of \$24 making \$5 for 1903	44 %	\$117 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	74 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	64 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$35,500	\$489	\$14 for 1903	44 %	\$274
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$153
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	74 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,226	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903		\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	74 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$11 for 1904	54 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	74 %	\$135 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$24 for year ended 30.6.30	6 %	\$33
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	74 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year	74 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	74 %	\$13 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,667 \$50,000	\$99,177	90 cents for 1903	74 %	\$13 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Lao-ku-mong Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,558	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31/7/03	44 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	94 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$4,000	\$57	\$125 for year ending 30.6.1900		\$110 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$104 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$104
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	64 %	\$154 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903		\$84 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	12 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 %	\$64
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 } 50 cents } for year ending 30.4.1904	7 %	\$154 buyers
Hongkong & China Gas Company, Limited	30,000	\$10	\$5	£21,85	£7,387	£1 div. and 2/- bonus for 1902	54 %	\$64 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 95
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,359	Interim of 15/- for 1904	74 %	Tls. 300
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 140 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		Tls. 130 sellers
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$31,104	Final of \$14 making \$34 for 1903	14 1/2 %	\$304 sales
La C. Crawford & Co., Limited (Shanghai)	21,000	\$100	\$100	none	\$21,682	Final of 17 making \$12 for year end. 29.2.04	94 %	\$420 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	74 %	\$48 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	74 %	\$120 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$55,000	\$5,844	Interim of 24 for 1904	74 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	94 %	\$120 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.11.03	74 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$1,029	\$14 for year ending 31.7.1903	64 %	\$20 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,000	\$506	\$3 for 1903	84 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	64 per share for 1903	54 %	\$5 buyers
United Asbestos Oriental Agency, Limited Do. (Founders)	9,900 100	\$10 \$10	\$4 \$10	\$20,000	\$85	90 cents } \$24.70 } for year ended 31.5.1904	9 % 164 %	\$64 buyers \$180 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None		\$14 sellers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$15,548	Interim of 70 cents	8 %	\$18
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		104 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	94 %	\$11 buyers
Steam Laundry Company, Limited	5,000 10,000	\$5 \$5	\$5 \$5	none	\$3,644	60 cents for year ended 31.5.04 First year	84 %	\$7 sellers \$31 buyers
Maatschappij tot Mijl- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 314,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04 Second do. Tls. 10, " 15.8.04	13 %	Tls. 305 buyers
Shanghai Hoox Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 714 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	4 %	Tls. 135 buyers
Central Stores, Limited Do. (Founders)	6,000 123	\$15 \$12	\$12 \$12	\$10,000	\$1,253	Interim of \$1.20 for 1904	114 %	\$23
E. L. Mondon, Limited China Flour Mill Co., Limited	24,000 7,000	\$15 Tls. 50	\$7 1/2 Tls. 50	none Tls. 25,000	First year Tls. 3,505 Tls. 1,942	Preferential of 7 per cent for 1904 Tls. 5 for 1902 Tls. 6 for 1903	9 % 12 1/2 % 94 %	\$8 sales Tls. 40 sellers Tls. 65
Katz Brothers, Limited	4,000	\$100	\$100	\$375,000		\$13 for 1903	94 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.03	7 %	\$17 buyers
Frazer and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,766	\$5 div. and \$2 1/2 bonus for 1903	74 %	\$160 sales
Maynard and Company, Limited	5,400	\$10	\$10	none	\$703	\$2 for year ended 31.10.1903	74 %	\$20 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,100	\$50	\$50	none	Dr. \$39,020	First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25	none		None		\$25